

CHAPTER 7

TRANSPORTATION

I. Creating an integrated, sustainable transportation system that enhances quality of life

A. Introduction

~~((This chapter is based on the land use element as established in this plan. King County envisions a future transportation system that supports the regional land use strategy, which seeks to focus growth into urbanized areas. In recent years, global warming has become an increasing concern for this region. Research has shown that the transportation sector is responsible for 50 percent of greenhouse gas emissions in the Puget Sound region. King County supports providing a transportation system that helps to reduce greenhouse gas emissions from this region. King County's transportation goals are to:~~

- ~~• Provide a safe and efficient transportation system that supports peoples' mobility needs with a variety of transportation choices;~~
- ~~• Connect all modes of transportation to form an integrated, balanced system;~~
- ~~• Strengthen the region's economy by moving people and goods efficiently;~~
- ~~• Encourage healthful transportation choices by increasing the availability and improving the comfort and attractiveness of taking transit, ridesharing, walking, and bicycling;~~
- ~~• Give individuals and families a range of affordable transportation options; and~~
- ~~• Reduce greenhouse gas emissions from transportation sources, and minimize other transportation-related adverse effects on the environment.~~

~~Balancing land use, transportation systems and services, and funding is critical to achieving the goals of this chapter. The transportation chapter is implemented through the funding of planned transportation improvements and strategies from available resources and by the management and monitoring of the system to ensure there are adequate facilities to support growth. Road needs will be prioritized through updates to the Roads Strategic Plan and the Transportation Needs Report (TNR). High-priority projects are programmed for funding in the Roads Capital Improvement Program (CIP). Transit projects are implemented as the needed revenues become available, in coordination with other related improvements and service development needs as described in transit planning and budget documents.~~

~~Specific system performance is monitored through periodic traffic counts, speed and delay studies, travel time observations for autos and buses and by computer simulation of travel network characteristics. Information on system performance will be shared with other transportation agencies in the county and with the WSDOT. If performance deteriorates below adopted standards, the comprehensive plan will be amended to include improvements needed to restore LOS standards, or a reassessment of standards, funding and growth will be considered.))~~

Transportation is critically important to King County and the surrounding region and has profound effects on quality of life and the vitality of the economy. Transportation functions to facilitate access to jobs, education, services, recreation, and other destinations throughout King County. King County plays a central role in the regional transportation sector, supporting a variety of motorized, nonmotorized, air and marine transportation needs and providing services and facilities ranging from local to international. The county has direct responsibility for the unincorporated area road network. It provides transit services and facilities throughout the county, including within cities, and also operates many of Sound Transit's services under contract. The King County International Airport (KCIA) is owned, operated and maintained by the county. King County operates passenger-only ferry service to Vashon Island and West Seattle on behalf of the King County Ferry District, a separate governmental entity. The county also provides requested road related services to over two dozen cities or other agencies through contractual agreements.

The county's transportation system must be designed, operated and maintained in a manner that provides mobility options for a wide range of users, contributes to safe communities for all, and helps to safeguard and enhance King County's natural resources and environment. The county's transportation system must support equity and social justice in our communities and ensure access and options for all, including historically disadvantaged populations. King County must also manage transportation services and infrastructure consistent with the critical goal of exercising sound financial management and building the county's fiscal strength.

The King County Strategic Plan recognizes these objectives under the "Encourage vibrant, economically thriving and sustainable communities." In order to achieve these objectives and goals, the county must accomplish the following:

- Coordinate and develop multimodal services and facilities for an integrated and seamless regional and local transportation system.
- Deliver transportation services that support density and growth in the urban area, and meet the transportation needs of rural areas without creating additional growth pressure.
- Maintain infrastructure that facilitates the efficient movement of freight and goods to support economic vitality and regional trade.

- Maintain safe and secure county-owned infrastructure, including roads, bridges, buses and transit facilities, airport and marine facilities.
- Provide transportation choices and support travel modes that uses less energy, produce fewer pollutants and reduces greenhouse gases in the region.
- Provide opportunities for people to make active transportation choices by increasing the convenience, accessibility, and comfort of taking transit, walking, bicycling, and ridesharing.
- Address the transportation needs of low-income, vulnerable, and historically disadvantaged populations and others with limited transportation options.
- Identify and adapt to the impacts of climate change on transportation infrastructure and services.
- Incorporate sustainable development practices into the design, construction and operation of infrastructure and facilities.
- Establish and implement clear transportation service priorities and guidelines and use transportation resources wisely and efficiently.
- Develop sustainable funding sources to support the level of services needed by communities.
- Monitor and measure system performance and use this feedback to continuously improve transportation products and services.

These goals set the bar for county transportation services and facilities. The current and projected economic climate, however, has put severe constraints on the county's ability to meet these important goals. The strategic plans for both the Metro Transit and Road Services Divisions identify priorities, analyze available funding and constraints, and set targets to help reach these goals. This chapter outlines the transportation policy guidance that will help to make the King County Strategic Plan vision a reality.

~~[(A-Consistency with Plans)]~~ *Moved to I. C*

~~[(C)]~~ B. Components of the Transportation Element

The Transportation Element of this plan is comprised of the following:

1. Transportation chapter, which includes the narrative and policy language.
2. Technical Appendix C of this Plan, which contains the Land Use and Travel Forecast (~~Technical Report~~) Summary, the Arterial Functional Classification Map, and a transportation inventory.

3. Transportation Needs Report, or TNR, which contains a multi-year financial forecast and a multi-year list of ~~((transportation))~~ road facility needs, and the roads Capital Improvement Program(CIP), both of which are adopted herein by reference.
4. ~~((Comprehensive Plan for Public Transportation, t))~~The Strategic Plan for Public Transportation, and the Transit ~~((Capital Improvement Program))~~ (CIP), which are adopted herein by reference.
5. Concurrency regulation, which implements the concurrency requirements and is codified at King County Code Title 14.

The framework and direction for the development of comprehensive plans are provided by growth management legislation. The transportation element of the King County Comprehensive Plan is consistent with and meets these requirements.

~~((A))~~C. Consistency with Plans

This chapter is consistent with and meets the requirements of regional and countywide plans and policies that respond to growth management legislation. The Countywide Planning Policies (CPP) have been used to guide the development of the transportation element and to ensure consistency with plans and programs developed by adjacent jurisdictions.

Regional direction for the transportation element is set by ~~((the Metropolitan Transportation Plan (MTP)))~~ Transportation 2040, developed by the Puget Sound Regional Council (PSRC). ~~((The MTP))~~ Transportation 2040 is consistent with the region's urban growth strategy, Vision 2040, also developed by the PSRC.

King County identifies improvements and strategies needed to carry out the land use vision and meet the LOS requirements for transportation. Road improvements are guided by the ~~((Roads Strategic Plan))~~ Strategic Plan for Road Services and prioritized in the TNR and funded in the Roads Capital Improvement Program, or CIP. Public transportation ~~((projects))~~ investments are guided by the Strategic Plan for Public Transportation and are identified in the improvement program of the Transit Capital Budget ~~((and the Strategic Plan for Public Transportation, and the Comprehensive Plan for Public Transportation))~~.

The Roads CIP and Financial Plan must be consistent with the comprehensive plan and consider the current performance of the transportation system, concurrency needs of planned developments, priority projects, phased implementation of improvements and other related factors. Revenues from all sources, including Mitigation Payment System fees, are programmed to appropriate projects. The approved Strategic Plan for Road Services lays out the priority for funding projects in the Roads CIP in the following order:

1. Regulatory compliance
2. Safety – narrowly defined as actions to address immediate operational hazards and projects to improve identified collision locations
3. Preservation of existing facilities
4. Mobility improvements
5. Capacity improvements

((The framework and direction for the development of comprehensive plans are provided by growth management legislation. The transportation element of the King County Comprehensive Plan is consistent with and meets the requirements of growth management legislation.))

~~((B. Requirements of the Transportation Element))~~ *Moved to Appendix C*

((Specific requirements for the transportation element are found at RCW 36.70A.070(6)(a). The transportation element of the King County Comprehensive Plan meets those requirements as follows:

- ~~**Land Use Assumptions**~~—The transportation element is based on the same population and employment growth targets provided in Chapter Two of the Plan and in Technical Appendix C.
- ~~**Estimated Traffic Impacts to State-Owned Facilities**~~—Both the KCCP and the analysis conducted for the Transportation Concurrency Management program include state facilities. Both use standard transportation analysis techniques.
- ~~**An Inventory of Transportation Facilities and Services**~~—The inventory is provided in Appendix C. As required by growth management legislation, it includes air, water, and ground transportation facilities and services as well as transit alignments and general aviation airport facilities. It includes both county-owned and state-owned transportation facilities within the county's boundaries.
- ~~**Level of Service Standards Including Standards for State Routes**~~—King County has adopted urban and rural area level of service standards for its Transportation Concurrency Management Program.
- ~~**Actions to Bring Facilities into Compliance**~~—King County's traffic impact analyses and other planning processes have identified needed projects. These projects are listed in the Transportation Needs Report that is adopted by reference along with the KCCP. The Roads CIP identify specific projects to address transportation needs.
- ~~**Traffic Forecasts for at Least Ten Years**~~—Travel forecasts were developed for the year and are included in Technical Appendix C.
- ~~**State and Local Transportation Needs to Meet Current and Future Demands**~~—The TNR, Roads CIP and Strategic Plan for Public Transportation are the elements of the KCCP that

~~address the GMA requirement of identifying state and local system needs to meet current and future demand. State and local transportation networks are included in the travel demand forecasts provided in Technical Appendix C.~~

- ~~● **Analysis of Funding Capability**—A financial analysis is included in the TNR, which is adopted as an element of the plan. More information on the financial analysis is provided in Section IV A.~~
- ~~● **Intergovernmental Coordination**—See Section V for a discussion of coordination.~~
- ~~● **Transportation Demand Management**—King County includes demand management strategies in its policies, codes and project implementation as well as providing support for others through its transit, rideshare, and market strategies. See Section III. D.~~
- ~~● **Nonmotorized Transportation**—King County's pedestrian and bicycle component includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Section III. C.~~
- ~~● **Concurrency**—The concurrency program is described in Section II.D. of this plan.~~
- ~~● **Consistency of Plans**—The comprehensive plan is consistent with the MTP, the regional transportation plan for the four county region. The PSRC reviews the plan for consistency and has previously certified the KCCP and also its amendments. In addition the comprehensive plan policies have been reviewed by other jurisdictions within King County. The comprehensive plan provides policy direction for the development of the county's 6-year functional plans.))~~

~~[(C. Components of the Transportation Element)]~~ *Moved to I. B*

~~[(I. System and Services~~

~~King County plays a unique role in the regional transportation sector accommodating a variety of non-motorized, motorized and air transportation needs and providing services and facilities ranging from local to international. The county has responsibility for the unincorporated area local road network as well as portions of the countywide and regional arterial systems located in unincorporated King County. It provides transit facilities and services throughout the county, including within cities. There are three public-use general aviation airports in unincorporated King County including King County International Airport (KCIA), which is owned, operated and maintained by the county. In addition, King County contracts with a number of cities to provide road-related transportation services.))~~

D. Transportation system, services, and county responsibilities

The region's transportation system is comprised of the following elements:

- a. Highways, arterial streets and local/neighborhood streets;

- b. Bridges
- c. Local and express bus transit and paratransit services and facilities, including Americans with Disabilities Act (ADA) service programs;
- d. High-capacity transit;
- e. High-occupancy-vehicle lanes and ridesharing facilities;
- f. Facilities and programs for pedestrians, bicycles and equestrians;
- g. Facilities to accommodate freight and goods movement, including railroads, intermodal yards and distribution centers;
- h. Marine transportation services, facilities and navigable waterways;
- i. Airports;
- j. Transportation demand management programs, systems, facilities and technologies; and
- k. Facilities to maintain the transportation system elements.

The specific responsibilities of King County government are described below.

~~((A.))~~ 1. Public Transportation

Public transportation is vitally important to the Puget Sound region. It provides connections to jobs, schools, and other destinations, and enables those with limited mobility options to travel. Public transportation enhances regional economic vitality by freeing up roadway capacity and improving the mobility of people, goods, and services. It saves the region time and money. It helps accommodate regional growth by making better use of the region's existing infrastructure and it benefits the environment. Public transportation improves the quality of life for residents and visitors to the Puget Sound region.

~~((King County Metro Transit provides))~~ The King County Department of Transportation's Metro Transit Division is the designated public transportation provider for King County. Metro's mission is to provide the best possible public transportation services and improve regional mobility and quality of life in King County. To achieve this mission, Metro provides a range of services to get people to work, school, and other places they want to go, and includes bus and van service, ridesharing, paratransit, employer programs and other custom services ((in cities and unincorporated areas. One of King County's missions is to increase transit ridership by providing the best possible public transportation service, thereby improving regional mobility and the quality of life in King County)). The backbone of Metro's system is a network of all-day, two-way bus routes between residential, business and other transit activity centers. Metro also provides commuter service to major destinations from many neighborhoods as well as from a network of park-and-ride lots. Metro provides local services to connect people to the larger transportation system. Rideshare services such as commuter vans, and Rideshare Online, as well as community programs such as In Motion, and car-sharing, promote alternative travel options.

Metro augments its own investments by developing partnerships with local jurisdictions, other agencies, employers, and institutions to increase public transportation services and improve service effectiveness. Metro enters into agreements with public and private entities to fund new or improved public transportation services, where the partner contribution may be in the form of direct funding or investment that results in transit speed or reliability improvements. Metro also forms partnerships to develop and promote alternative commute programs and to manage parking and traffic to make public transportation more efficient and attractive. Metro works with WSDOT and local cities to provide services that help mitigate the impacts of major construction projects.

~~((To achieve this mission, King County works with other local governments and communities, including Sound Transit, to provide an integrated network of public transportation services.~~

~~The Strategic Plan for Public Transportation guides Metro Transit operations and capital investments. The plan focuses on the development of public transit service and facilities consistent with land use goals of this comprehensive plan, the Growth Management Act and the King County Countywide Planning Policies. Important issues for the plan include: the coordination of transit and roadway improvements along arterials that cross more than one jurisdiction to improve traffic flow throughout the county, the coordination of regional transit services in the three-county area served by Sound Transit and its partner transit systems, and the improvement of intermodal connections.))~~Metro is guided by its Strategic Plan for Public Transportation and Service Guidelines. The Strategic Plan lays out a vision and mission for public transportation services in King County and describes the strategies that will move Metro towards that vision. It also defines desired outcomes and how progress will be measured. The Guidelines is a companion piece to the Strategic Plan. Metro uses these guidelines to make decisions about expanding or reducing service and to determine if service revisions are needed because of changes in rider demand or route performance.

~~((Metro Transit offers a network of two-way, all-day core connections between employment and activity centers. New partnerships with employers have also led to greater use of transit, carpools, and vanpools to ease congestion during commute hours. The Transit Now program passed by voters in 2006 will increase service on core connections, implement five “RapidRide” bus rapid transit lines, add service in developing areas, and enhance partnership programs by providing a service hour match for public/private partnership investments in service or improvements to transit speed and reliability.))~~

~~Increasing the use of transit ((will also help))~~plays an important role in King County’s efforts to ((combat)) mitigate ((global warming)) climate change and support livable, healthy communities. Metro’s ~~((increasing))~~ use of green

vehicles such as electric trolleys~~((and hybrid diesel-electric trolley))~~ and hybrid diesel-electric buses, and cleaner-burning fuels such as ~~((biodiesel and))~~ Ultra Low Sulfur diesel, add to the environmental advantage of combining many riders in a single vehicle. Metro's wide range of transportation alternatives, including vanpools, carpools, and Access paratransit—and its support of choices such as ~~((as shared cars))~~ car-sharing, biking and walking—make transit a powerful tool to help reduce pollution and support active, healthy lifestyles.

Metro is also committed to being a leader in environmentally-friendly operating and maintenance practices and minimizing its energy use. Metro educates its employees about reducing energy consumption at work and using public transportation to commute. The agency also incorporates cost-effective green building and sustainable development practices in all capital projects that it plans, designs, constructs, remodels, renovates, and operates.

~~((1. — Coordination))~~

Bus, rail, and ferry transit services cross county boundaries providing the critical transportation links on which our regional economy depends. In addition, transit services depend on convenient connections to roads, highways, and nonmotorized systems. As the region grows, transit routes and schedules must be coordinated among agencies and modes so transit is a viable and convenient option for people traveling in King County. It is also imperative King County seek input from a broad spectrum of county residents and businesses to identify needs and provide services to meet those needs.

~~((T-101 ————— King County establishes policy for Metro Transit and for the unincorporated area road system and associated uses. General and long-range policy is established for the road system in the King County Comprehensive Plan and for transit in the Comprehensive Plan for Public Transportation. The Strategic Plan for Public Transportation and the CIP should be consistent with these primary policy documents.~~

~~T-102 ————— King County should work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. King County should actively develop, implement, and promote innovative public transportation options as a part of that system~~

~~T-103 ————— Functional transportation plans should be coordinated with other related transportation plans and programs of other jurisdictions and may include coordinated funding arrangements to maximize the effectiveness of available resources))~~

~~2. Infrastructure~~

~~King County's transit infrastructure and service investments are developed to meet regional, inter-community, and local travel needs throughout the county. The policy framework used to make these investments must balance comprehensive plan requirements, regional cooperation, funding constraints, and community needs.~~

~~T-105 In areas where transit services and ridership demand warrant, the County should invest in transit supportive facilities consistent with the capital and service strategies in the Strategic Plan for Public Transportation.~~

~~3. Transit-Supportive Land Use~~

~~To support transit ridership throughout the county, King County has established land use policies that link denser development with transit service. It costs more to provide transit service in low-density, single-use communities. In denser, mixed-use communities like downtown Seattle, Belltown, and downtown Bellevue and Renton, transit routes have higher ridership and recover a higher percentage of their operating costs than lower density areas, allowing for more frequent service. Transit-oriented development (TOD) and transit centers in transit corridors can provide similar benefits.~~

~~T-106 King County and local cities should adopt transit supportive road design standards, site access guidelines and land use regulations to promote transit use, high-density development, mixed uses and reduced parking in the Urban Growth Area. Site design should stress connectivity with adjacent neighborhoods and other land uses via transit, pedestrian and other nonmotorized facilities.~~

~~T-107 Transit centers and park-and-ride lots should include safe and convenient access for buses, high-occupancy vehicles, pedestrians and bicycles to minimize conflicts with other traffic. Mixed land uses should be encouraged at transit centers and park-and-ride lots to meet passenger and commuter needs and reduce vehicle trips. Park-and-ride facilities should be designed with consideration of the most efficient use of land.))~~

((B.))2. ((Arterial and Street)) Road System

~~((The transportation system in King County relies heavily on highways and arterials to move people and goods. As federal and state highways become more congested, efficient operation of the regional arterials, some of which are owned and operated by King County, has become more important. The management of this arterial system is now a central part of King County's efforts to sustain the region's livability and economic health. King County uses advanced information processing, communications, sensing, and control technologies to facilitate management of the arterial system.~~

~~The highway and arterial system that is most crucial to the movement of people and goods is included in the Metropolitan Transportation System (MTS). The MTS is the system for the four-county region and is documented in PSRC's MTP.~~

~~Freight mobility is critical to King County's economy and western Washington's role as a major national and international trading region. King County supports efforts to plan and create a fast, reliable freight transportation system in the region. To maintain the region's competitive edge, our transportation infrastructure must provide for the efficient movement of goods and freight to and from our port and industrial areas balanced with the needs of general purpose and high-occupancy vehicle traffic.))~~

Travelers in King County use a system of interconnected roads that includes interstate highways, state highways, urban and rural arterials, local access roads, private roads and forest/logging roads. King County is responsible for all county-owned roads, bridges, and related infrastructure in the unincorporated areas of the county, and must meet the road-related transportation needs of a very large and geographically and demographically diverse service area. The county's many bridges are an integral part of the road system, as are other components such as sidewalks, shoulders and pathways, bike lanes, guardrails, drainage and water quality facilities, traffic control equipment, and traffic cameras. Interstate highways, state highways, city roads, and private roads are not under county jurisdiction; rather they are the responsibility of other government agencies or property owners. The King County Department of Transportation Road Services Division maintains, preserves, and improves the unincorporated road and bridge system for the safe and efficient movement of people, goods, and services, and quickly responds to storms, floods, and other emergencies. As urban areas annex to cities consistent with the goals of the Growth Management Act, the county's unincorporated road system is steadily transitioning to a primarily rural service area.

The county-owned unincorporated-area road system includes approximately (2011 inventory):

- 1,534 miles of roadway
- 181 bridges, including several jointly owned with cities
- 102 traffic signals
- 39,000 traffic control signs
- 72 traffic cameras
- 110 miles of protective guardrail

The users of the county road system may travel on foot or by car, public transit, truck, or bicycle, or even on horseback. They may live in an unincorporated area, in one of the county's 39 cities, or in another county. The unincorporated road system supports local trips close to home, commuter trips, the movement of freight and goods, and regional travel between jurisdictions. The system also provides access to outdoor recreational activities in King County, which has one of the largest concentrations of outdoor recreation enthusiasts in the state. Public service providers, such as police, fire, emergency medical responders, and Metro Transit are also key users. In total, approximately one million daily trips are taken on King County's unincorporated road network. During this time of tight budgets, changing communities, annexations, and increasing traffic on aging roads and bridges, the county must manage facilities and services with exceptional care and efficiency.

T-109 ***Moved to policy T-311c***

T-110 ***Moved to policy T-311b***

T-111 ***Moved to policy T-337a***

T-112 ***Moved to policy T-507a***

T-113 ***Moved to policy T-507c***

((C-))3. Air Transportation

~~((King County International Airport (KCIA), also known as Boeing Field, is a regulated facility under Federal Aviation Regulation Part 139 of the Federal Aviation Administration (FAA) Code of Federal Regulation (CFR).))~~ The King County International Airport/Boeing Field (KCIA) is located in south Seattle in the Duwamish River Industrial Corridor. It operates on a 24/7 basis and in all weather. Established in 1928, the airport is supported by revenue generated by its operations, rather than relying on general tax revenues. King County plans, designs, and implements services, programs, and facilities for ((the)) KCIA in compliance with FAA regulatory requirements to support a safe, secure, and efficient international aerospace system. The airport is also a significant employment center and supports over 150 aviation-

related businesses including the Boeing Company. The airport is a port-of-entry for international flights and serves regional air carriers, national and regional cargo carriers, corporate aviation, and general aviation.

KCIA is the 34th busiest airport in the United States and ranks 25th in cargo handling. The airport's two air taxi carriers serve the San Juan Islands and Portland, Oregon. It is also the largest corporate aircraft center in the Pacific Northwest. The airport business activities are estimated to support almost 5,000 direct jobs, plus over 12,000 additional jobs in King County. The airport's total positive economic impact within the Puget Sound Region and Washington State is over \$3 billion in direct and induced economic activity, including the sale of goods and services, labor income, and tax revenues.

~~((Additionally, state-regulated airports that must comply with FAA regulations are located in unincorporated King County. These include Banderra and Skykomish airports. King County has only land use regulatory authority for these facilities.))~~ The Bandera and Skykomish Airports, located in eastern King County near the communities of North Bend and Skykomish, are state owned and operated. King County, while not having operating or regulatory authority over these airports, does control land use activity adjacent to the facilities.

T-114 *Moved to policy T-331a*

~~((In 2005, the FAA approved a Part 150 Noise and Land Use Compatibility Plan to reduce noise impacts in communities surrounding Boeing Field. This is a significant event and represents a positive step in making KCIA a "good neighbor" to affected residential areas. The Part 150 plan identifies many actions that are allowed to be taken by KCIA, pilots, tenants, the FAA and others to reduce noise impacts on residential areas.))~~

T-115 *Moved to T-331b*

4. Marine Transportation

The King County Ferry District (KCFD) was established in 2007 as a separate government to provide broad funding support and policy direction to King County passenger-only ferry services. The King County Department of Transportation Marine Division (KCMD) currently operates the King County Water Taxi through an inter-local agreement between the KCFD and King County. The service is operated in full compliance with the breadth of maritime regulations; the U.S. Coast Guard is the primary maritime regulator.

Currently, ferry services are provided using two leased vessels to meet the service needs on the existing two routes between Vashon Island and Downtown Seattle and between West Seattle and Downtown Seattle. The Vashon Island passenger-only ferry provides year-round commuter service on weekdays only. The West Seattle ferry provides a mix of commuter and non-commuter services and schedules depending on the season.

Under contract with the Ferry District, King County strives to provide safe, reliable, efficient, environmentally sound, customer friendly and fiscally responsible passenger-only ferry services to the public and establish waterborne transportation as a viable alternative mode of transportation in support of regional mobility and a high quality of life. The county also plays a role in shaping regional waterborne transportation policy.

E. General Policy Guidance

~~((T-204))~~ **T-115a** ~~((Travel modes should be interconnected to form))~~ **Plan, design, and implement** an integrated, coordinated and balanced multimodal transportation system that serves the growing travel needs of the county ~~((both))~~ **safely, effectively and efficiently.**

T-115b **In striving to meet the growing need for transportation services, King County shall first maintain, preserve and manage its existing services, infrastructure and facilities and seek to maximize their efficient use before adding overall capacity to the system.**

T-115c **Provide a system of transportation services and facilities that offers viable travel options to all members of the community, including historically disadvantaged populations such as low income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.**

T-115d **King County shall seek to protect the transportation system against disasters, develop prevention and recovery strategies in partnership with other jurisdictions and agencies, and plan for coordinated emergency response.**

II. ((Linking Transportation with Growth))Providing services and infrastructure that support the County land use vision

A. Land Use and Growth Strategy

~~((The projections used in the transportation element are based on the household and employment growth targets for the year 2022. Cities and the county agree to the growth targets based on a countywide growth strategy focusing growth into urban areas where public facilities exist or can be provided most efficiently. These are areas where it is anticipated growth can be accommodated consistent with level of service standards, revenue forecasts, and the land use vision for King County.~~

~~The transportation system should provide mobility choices for county residents, visitors and business in a manner consistent with the Metropolitan Transportation Plan and the region's urban growth strategy.~~

~~The transportation system in the Urban Growth Area is consistent with urban development policies and growth targets. System improvements support the Urban Land Use Chapter and are prioritized according to the capital and services strategies in the Strategic Plan for Public Transportation and in the TNR.~~

~~HealthScape is King County's initiative to encourage community design promoting healthful transportation choices. King County's transportation system supports this effort by providing greater access to housing, jobs, goods and services, shopping and recreation, all of which contribute to a high quality of life. Designing highly connected communities with fewer cul-de-sacs and more intersections supports nonmotorized travel and reduces vehicle miles of travel (VMT). Health benefits derive from greater levels of activity and from reduced air pollution.))~~

The transportation element of this plan is grounded in a firm understanding of the important relationship between land use and transportation. A thoughtfully designed transportation system that supports the county's long-term land use vision and regional growth strategy should provide improved mobility and greater accessibility for all users and contribute to vibrant, thriving communities. It should

also facilitate more efficient travel that reduces energy consumptions and greenhouse gas emissions and other forms of pollution.

Integrated transportation and land use planning is called for at the regional level in Vision 2040, Transportation 2040, and the Countywide Transportation Policies (CPPs), which outline and support a regional growth strategy built around the concept that additional infrastructure and services are to be provided in areas that accept an increased share of the region's growth. The Countywide Planning Policies - Housing and Employment Growth Targets (2006-2031) adopted by King County and its cities, represent each jurisdiction's agreed upon fair share of future growth and have been incorporated into the travel demand forecast developed for this plan.

Vision 2040, Transportation 2040, and the CPPs also promote the concept of maximizing mobility choices through a multi-modal approach to moving people, goods and services efficiently within and beyond the region. Travel to and within regional growth centers is emphasized, with a focus on the availability of transit and nonmotorized modes in centers. These urban centers are characterized by compact, pedestrian-oriented development, with a mix of different office, commercial, civic, entertainment, and residential uses and can be efficiently and cost-effectively served by transit and nonmotorized travel options. In addition, these regional plans and policies address the importance of protecting and preserving the rural area and avoiding construction of major new roads and capacity expansion on existing roads in rural and resource areas.

A multimodal system supports healthful transportation choices by providing greater access to housing, jobs, schools, medical care, healthy food, shopping, recreation, and other services -- all of which contribute to a high quality of life. Designing highly connected communities that support safe nonmotorized travel and facilitate nonmotorized access to the transit system reduces vehicle miles traveled (VMT), reduces air pollution, and leads to opportunities for greater levels of physical activity through walking and bicycling.

Regional and countywide guidance also encourages innovative approaches to transportation and land use management, including Transportation Demand Management (TDM) strategies designed to reduce vehicle miles traveled, single-occupant vehicle (SOV) trips, and greenhouse gas emissions.

Metro operates transit service throughout King County, including in cities, while the county's road system service area is limited to the unincorporated area. Due to annexations and incorporations, the unincorporated road system is transitioning to become primarily rural. In the rural area, protection of natural resources, agriculture and forestry, rural lifestyles and character are a high priority. At the same time, there is still a certain amount of growth within the rural area, as well as high growth in some adjacent rural cities or beyond the county's boundaries, that must be considered in managing the road system.

The county's urban and rural areas form a complex landscape, and the urban/rural boundary is not a simple straight line. As a result, the county's arterial network weaves through both urban and rural areas as it facilitates regional mobility. This complex urban/rural pattern presents challenges to planning for the region's mobility needs and providing safe and adequate roadways. Issues include regional arterial corridors that link designated urban areas by crossing rural lands, and roads located on the Urban Growth Boundary. High traffic volumes on these roads may necessitate road improvements to ensure safe and efficient travel. However, it is critical to ensure that appropriate development regulations and access management strategies are first in place in order to prevent unplanned and unwanted growth in rural areas.

Growth management envisions different landscapes and infrastructure for urban and rural communities. King County is committed to managing its transportation system consistent with that vision.

T-201a **Multimodal transportation options such as transit, bicycling and walking, are most effective in densely developed urban areas. Providing transportation services and infrastructure that support multiple modes and facilitates connections between them should be emphasized in the urban area.**

T-201b **Rural densities and distances between travel destinations are less conducive to efficient use of alternative modes of transportation. Maintaining and preserving safe road infrastructure that is compatible with limited growth and preservation of rural character should be emphasized in rural areas.**

B. Travel Forecasts

Travel demand forecasts are used to project transportation system needs. They provide one of the important links between land use and transportation. The travel forecasts used to identify transportation improvements/needs are conducted on a schedule that coincides with a major comprehensive plan updates. The regionally adopted growth targets for the year ~~((2022))~~2031 have been used to develop the travel demand forecasts for ~~((the KCCP and the TNR))~~ this plan and the Transportation Needs Report.

The travel forecasting process is based on the PSRC's modeling and forecasting techniques. The land use vision and growth targets have been incorporated into the county's transportation zone system. These projections provide the level of detail needed to analyze future transportation system performance and to identify system improvement needs, within the framework of growth management and regional and county policy guidance regarding appropriate urban and rural levels of service.

T-201 *Moved to T-115a*

T-202 *Moved to T-301c*

C. Public transportation system

Metro plays an important role in achieving the region's growth strategy by focusing public transportation services in the urban growth area of King County and providing service to designated centers and other areas of concentrated activity. Centers and other communities that are compact and friendly to pedestrians and bicycles are most easily served by transit. Such communities foster healthier, more active lifestyles while reducing auto-dependency and associated road investments. By the same token, transit service can support and encourage development that is more compact.

Metro encourages the development of transit-supportive, pedestrian-friendly communities by consulting with jurisdictions and serving transit-oriented developments. Metro recommends strategies for jurisdictions and agencies to make communities more transit-friendly. Metro also partners with jurisdictions and the private sector to spur transit-oriented development through redevelopment opportunities at, or adjacent to, park-and-rides.

- ~~((T-108))~~ T-202a ~~((King County supports transit-oriented development in transit corridors. King County shall encourage public/private partnerships to propose opportunities for joint transit-oriented development. Such developments should provide priority access))~~ Encourage transit-supportive land uses, development, facilities and policies, that lead to communities that transit can serve efficiently and effectively. Partner with jurisdictions and the private sector to spur transit-supportive development that enhances opportunities for transit, pedestrians, bicyclists, car and van pools, car sharing, and other alternatives to single-occupant vehicles.
- ~~((T-302))~~ T-202b ~~((King County should s))~~ Support ((local and)) regional growth ((management)) plans and policies((.King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the Urban Growth Area of King County.)) by focusing transit services on centers and other areas of concentrated activity, consistent with the King County Metro Strategic Plan for Public Transportation and Service Guidelines. Offer public transportation products and services appropriate to land uses, employment densities, housing densities and transit demand to respond to different markets and mobility needs.
- ~~((T-304))~~ T-202c ~~((King County should))~~ Support, encourage, and implement high-capacity transit facilities and services ((which)) that are consistent with, and supportive of, the comprehensive plan ((should be supported and implemented))and Metro's Strategic Plan for Public Transportation.

D. Road System

- T-203 King County shall not construct and shall oppose the construction by other agencies of any new arterials or highways ~~((or any additional arterial or highway capacity))~~ in the Rural Area or natural resource lands ~~((except for segments of certain arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to these urban connector arterials shall be designed to serve~~

~~mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or natural resource lands)).~~

~~((T-507))~~ T-203a ~~((King County recognizes the impact to rural area mobility caused by urban connector arterials that traverse the rural area, and should work with state and federal agencies to mitigate these impacts when consistent with adopted transportation county policy.))~~ King County recognizes the importance to regional and local mobility of state highways that traverse the rural area and should advocate for state and federal agencies to improve performance of these facilities consistent with adopted county policy to discourage development pressure on the Rural Area and preserve rural character.

T-203b King County shall not add any new arterial capacity in the Rural Area or natural resource lands, except for segments of rural regional corridors that pass through rural or resource lands to primarily serve the needs of urban areas. Rural regional corridors shall be identified in the Transportation Needs Report (Appendix C) and shall meet all of the following criteria:

- a. connects one urban area to another, or to a highway of statewide significance that provides such connection, by traversing the Rural Area;
- b. classified as a principal arterial;
- c. carries high traffic volumes (at least 15,000 ADT); and
- d. at least half of P.M. peak trips on the corridor are traveling to cities or other counties.

T-204 ~~((Urban connectors should be designed and developed in a way that considers and accommodates adjacent, existing uses without promoting development that would be inconsistent with Rural Area and Resource Land uses outside of the Urban Growth Area.))~~ Any capacity increases to rural regional corridors shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or natural resource lands. The county shall seek to maximize the efficient use of existing roadway capacity before considering adding new capacity to rural regional corridors.

T-205 Any segment of a county roadway that forms the boundary between the Urban Growth Area and the Rural Area should be designated urban and all associated road right-of-way fully contained within the Urban Growth Area boundary. Such urban boundary roads shall be designed and constructed to urban roadway standards on both sides of ~~((such))~~ the roadway segment.

T-205a King County shall work with cities to eliminate unincorporated road right-of-way islands within or between cities. Roadways and shared streets within or between cities, but still under King County jurisdiction, should be annexed by adjacent cities in order to provide for a consistent level of urban services on the affected roads.

~~((B. — Travel Forecasts))~~ *Moved to Section II, B*

E. Airports

T-205b Public use airports in King County shall be protected from encroachment of non-compatible land uses. Compatible airport land uses are those that comply with generally acceptable restrictions on location, height, and activity that provide for safe aircraft movement, airport operations, including expansion, and community safety.

F. Marine Transportation

T-205c King County should be a leader and active partner in planning and implementation of local and regional passenger-only ferry transportation solutions that support mobility, accessibility, growth management, and help reduce road congestion.

T-205d Passenger ferry service shall provide a high level of safety to the traveling public through effective operation and maintenance, full compliance with applicable

safety and security rules, and proper design and construction of appropriate facilities and assets.

~~((C))~~ G. Level of Service Standards

The Growth Management Act requires level of service standards for all arterials and transit routes to judge performance of the transportation system. The Growth Management Act also calls for specific actions and requirements for bringing into compliance facilities or services that are not meeting the adopted level of service standard. King County's level of service standards comply with growth management policies of encouraging growth in the urban area while restricting growth in the rural area.

Level of service (LOS) is a qualitative measure that describes traffic flow and is often represented by a system using the letters A through F. LOS A represents the least congested conditions and LOS F represents the most congested conditions. LOS B is indicative of stable traffic flow. However, unlike LOS A, operating speed is beginning to be restricted by other traffic. At LOS E, operation is unstable, and speeds are reduced but will fluctuate widely from point to point. There is little independence of speed selection and maneuverability at LOS E. LOS F is indicative of forced flow of traffic with extremely low speeds and long delays at intersections.

King County recognizes a profound difference between the nature and character of the Rural Area as compared with the urban area and therefore sets LOS standards to allow less congestion in the Rural Area. In addition, King County recognizes certain areas, herein referred to as ~~((called))~~ Mobility Areas, where land use designations support a greater variety of transportation mode choices. The LOS standards for Mobility Areas are set to recognize these greater choices and support and encourage people to use forms of transportation other than cars ~~((consistent with the findings of HealthScape))~~. The Rural Mobility Areas are the Rural Towns of Vashon, Snoqualmie Pass and Fall City.

In addition to the Mobility Areas certain large Rural Neighborhood Commercial Centers are recognized as having distinct mobility characteristics and will have a LOS standard consistent with their land use character. The large Rural Neighborhood Commercial Centers are: Cottage Lake, Maple Valley, Preston and Cumberland.

~~((T-206 The travel forecasts used to identify transportation improvements/needs shall be on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.))~~ Moved to text in II. B., paragraph 1.

T-207 The LOS standard for the Urban Area shall be E except as provided in T-209. The LOS standard for the Rural Area shall be B except as provided in T-209, T-210, and T-211. These standards shall be used in concurrency testing.

~~((T-208 In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted LOS standard within that Potential Annexation Area.))~~

T-209 The LOS standard for certain minor residential and minor commercial developments, along with certain public and educational facilities, shall be LOS F. This standard shall be used in concurrency testing.

T-210 The LOS standard for designated Rural Mobility Areas shall be E. This standard shall be used in concurrency testing.

T-211 The LOS standards for the Cottage Lake, Maple Valley, Preston and Cumberland Rural Neighborhood Commercial Centers shall be D. This standard shall be used in concurrency testing.

T-212 ~~((LOS guidelines for allocating transit service ((should be developed to be consistent with the Comprehensive Plan for Public Transportation's policies and objectives. The land use criteria that are used to determine where future transit service is allocated are established in the Strategic Plan for Public Transportation's service strategies. These Service Strategies provide the framework for identifying the LOS that each community can plan for as the Strategic Plan for Public Transportation is implemented.))~~ Guidelines for allocating transit service and for determining the appropriate level and type of service for different corridors are

identified in the King County Metro Strategic Plan for Public Transportation and
King County Metro Service Guidelines.

((D))H. Concurrency

The Growth Management Act requires local jurisdictions to adopt and enforce ordinances that prohibit development approval if the development causes the LOS on identified county arterials or certain state roads to decline below the adopted LOS standards. King County's Transportation Concurrency Management program was developed to address the Growth Management Act's concurrency requirement. The Transportation Concurrency Management program requires that adequate transportation facilities must be available to carry the traffic of a proposed development at county LOS standards, or construction for needed improvements funded in the adopted Six-Year Roads Capital Improvement Program, or else the proposed development cannot be approved.

The requirements of King County's Transportation Concurrency Management program may apply to transportation facilities designated by the Washington State Department of Transportation (WSDOT) as "highways of statewide significance." The portions of certain highways of statewide significance that do not have limited access and function like county arterials may be included in the King County concurrency test.

The Transportation Concurrency Management program has been designed to meet the following goals:

- Fulfill the requirements of state growth management legislation;
- Be simple to understand, easy to implement and administer and transparent to those affected by its processes and regulations;
- ~~((Include elements of))~~ Consider and encourage((multimodalism)) multimodal travel;
- Encourage growth in urban areas where provision of transportation infrastructure and services is most efficient and economical;
- Efficiently integrate concurrency determination into the permit system process and database.

Transportation concurrency is a plan level system that does not require testing of individual developments. Instead, concurrency status is determined by broad geographic areas called travel sheds, which were drawn to reflect where travel patterns share common characteristics. Trips associated with

development within a particular travel shed would use or be affected by arterials located within and bordering that travel shed. A development proposal (including both residential and nonresidential proposals) will be considered to meet the transportation concurrency standard if it is located in a travel shed that meets LOS standards as depicted on the concurrency map in effect at the time of development application. Development proposals must still meet all applicable zoning and land use regulations.

~~((T-213 To ensure that adopted LOS standards are met, transportation improvements or strategies needed to serve new development must be currently in place, or construction for needed improvements must be funded in the adopted Six-Year Capital Improvement Program.))~~

T-214 For the purposes of concurrency testing, a travel shed is a geographic area within unincorporated King County where trips generated by development within the travel shed would likely use or be affected by traffic on arterials within the travel shed.

T-215 The concurrency program shall include provision for mobility areas within travel sheds as provided in T-210. Rural Mobility Areas shall be defined as unincorporated Rural Towns as designated in the King County Comprehensive Plan.

T-216 The concurrency map~~((shall divide unincorporated King County into travel sheds and))~~ shall ~~((show))~~ identify the ((areas)) travel sheds that meet or do not meet concurrency standards. Any proposed development in ~~((areas))~~ travel sheds that ~~((are shown on the map to))~~ meet concurrency standards will be deemed concurrent.

T-217 The concurrency test shall be based on the LOS on arterials in unincorporated King County using ~~((established LOS analysis))~~ the county's adopted methodology. The test may be applied to designated Highways of Statewide Significance.

- T-218** The concurrency test may include provision of factors for safety, pavement condition and availability of multiple modes of transportation.
- T-219** In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights in order to satisfy transportation concurrency requirements.

~~((E))~~I. Impact Mitigation

The State Environmental Policy Act (SEPA) establishes environmental review of project impacts on all elements of the environment including transportation. In addition, the county has a mitigation payment system whereby developments are charged proportionate shares for transportation projects and services needed as a result of the related growth.

- T-220** Needed rights-of-way, strategies to manage transportation demand and off-site improvements should be identified and required as conditions of development approval to the extent that such conditions are directly related to impact mitigation.
- T-221** King County shall encourage the development of highly connected, grid-based arterial and nonarterial road networks in new developments and areas of in-fill development. To this end, the county should:
- a. Make specific findings at the time of land-use permit review to establish a nonarterial grid system for public and emergency access in developments ~~((at the time of land-use permit review.))~~; and
 - b. Require new commercial, multifamily, and residential subdivisions to develop highly connective street networks to promote better accessibility and minimize the use of cul-de-sacs.
- T-222** Development proposals should extend the public road system through dedication when the extension is in the public interest. Conditions that may warrant such an extension include, but are not limited to, impacts on neighborhood circulation,

increases in the use of arterials for local vehicular trips, reductions in traffic safety through uncoordinated and ~~((/or))~~ inadequately spaced street access to arterials, and restrictions on the availability of alternative emergency access routes.

T-223 As mitigation for the impacts of new development and as a condition of development approval, the county shall require the improvement of existing offsite roadways and undeveloped road rights-of-way, and ~~((/or))~~ other strategies to reduce demand on roads. Impacts that may warrant such mitigation include, but are not limited to, those that create safety concerns, raise road operational issues or increase the number of residences served by a single access route.

T-224 The county shall implement a system that establishes fees needed to mitigate the growth-related transportation impacts of new development. The fees will be used to pay a development's proportionate share of transportation capital projects needed to support growth including, but not limited to, road, transit, and nonmotorized facilities. Such fees are in addition to any requirements established for transportation services and facilities needed solely as a result of the development.

~~[[C]]~~. Nonmotorized Program - *Moved from Section III, C.*

~~((Nonmotorized transportation is an essential part of King County's multimodal transportation system. In unincorporated King County, the Road Services Division is responsible for nonmotorized facilities such as bike lanes and sidewalks on County roads. The King County Road Design and Construction Standards specify bike lane and sidewalk criteria for urban unincorporated and rural roads. The Road Services Division also addresses specific needs through such programs as:~~

- ~~• Pedestrian Safety and Mobility Program—an effort to address deficiencies and missing links that exist in roadside pedestrian facilities in order to safely accommodate pedestrians;~~
- ~~• School Pathways Program—an effort to identify student travel paths and address safety concerns;~~
- ~~• Neighborhood Traffic Safety Program—an effort to help local communities gather information on traffic problems; to educate residents about traffic safety issues, enforcement, and engineering options; and to work with neighborhoods to develop effective solutions.~~

These unincorporated area needs are included in the Transportation Needs Report (TNR) and Roads Capital Improvement Program (CIP).

King County also has a countywide role in nonmotorized transportation. The regional trail network, discussed in Chapter 6, includes facilities in cities and the unincorporated area. The Metro Transit Division supports nonmotorized transportation as well. Resources include, but are not limited to, the following:

- King County Bicycling Guidemap—an informational pamphlet and map to assist bicyclists in navigating safely around King County;
- Bus Bike Rack and Bike Locker programs—efforts to facilitate bike/bus travel through provision of racks on buses and lockers at park and ride lots, employment sites and other locations that ease travel by bike and bus.

Nonmotorized transportation users include pedestrians, bicyclists and, in some parts of the county, equestrians. While each group has different needs, they all rely on King County's road system and nonmotorized facilities for safe access and mobility. Trail networks, sidewalks, bike lanes, and other nonmotorized improvements encourage walking and cycling. They also improve access to transit stops, resulting in increased transit ridership and improving the quality of life in their communities. Nonmotorized travel augments county efforts to affect climate change and create more walkable communities through HealthScape. In addition to meeting mobility goals, achieving greater transportation mode parity delivers other benefits. Nonmotorized facilities augment county efforts to better integrate public health with recreational opportunities, support transit-oriented and pedestrian-oriented economic development and implement HealthScape findings.))

Vision 2040, the region's long-range growth management, economic and transportation strategy, and Transportation 2040, the adopted Metropolitan Transportation Plan, call for the development of a regional transportation system that offers a variety of travel choices while preserving environmental quality and open space. Nonmotorized transportation plays a key role in achieving these goals and is an essential component of King County's multimodal transportation system. Pedestrians, bicyclists and in some parts of the county, equestrians, are nonmotorized users of the transportation system.

Biking and walking are energy efficient, economical, low-impact modes of travel that don't contribute to air or water pollution. By providing options for nonmotorized travel, King County helps to reduce automobile dependency and congestion, reduce greenhouse gas emissions, and create opportunities for individuals to integrate healthy exercise into everyday activities. The ability to safely bike and walk can provide varying levels of accessibility and mobility to almost everyone, including young, elderly, physically disabled, or low-income people and others who may not drive. Well-designed, strategically located bicycle and pedestrian facilities can also provide increased and safer access to transit for more people. Bicycle, pedestrian, and equestrian trails are important community amenities that foster vibrant communities and may help spur economic development. Equestrian travel is also an important aspect of the rural heritage and lifestyle of King County as well as a very popular recreational activity.

In unincorporated King County, the Road Services Division is responsible for nonmotorized facilities such as bike lanes, sidewalks, or shoulders on County roads. The division also provides crosswalks, and specialized signals or signage that helps facilitate safer nonmotorized travel. The King County Road Design and Construction Standards include accommodation for nonmotorized uses and specify bike lane, sidewalk, or road shoulder criteria for unincorporated urban and rural roads. Road-related nonmotorized capital needs in the unincorporated area are included in the Transportation Needs Report (TNR) and programmed in the 6-year Roads Capital Improvement Program (CIP) as funding allows. The HealthScape Transportation Programming Tool, along with other criteria, is used in prioritizing nonmotorized projects in the TNR.

King County also plays a countywide role in nonmotorized transportation through both its regional trail system and its transit services. The regional trail network, discussed in Chapter 6, is an integral component of the county's transportation system. It includes facilities located both in cities and the unincorporated area. The trail network functions as the spine of the county's nonmotorized system in many areas. Transit and walking or biking are highly synergistic; transit use tends to be highest in locations where walking and biking are prevalent, and vice versa. The Metro Transit Division supports nonmotorized transportation programs such as bike racks on transit buses and bike lockers at park and ride lots, employment sites and other locations. Another county resource is the King County Bike Map, an informational online map to assist bicyclists in navigating safely around King County and accessing points of interest such as libraries, bike shops, farmers markets, and other public and private facilities.

- ~~((T-312))~~ T-224a ~~((The nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel.))~~ King County shall consider the needs and abilities of nonmotorized users of the transportation system in the planning, design, construction, maintenance, preservation and operation of road infrastructure and other transportation facilities.
- T-224b Nonmotorized transportation system investments shall focus on increasing safety and mobility, facilitating mode integration, and providing opportunities for healthy activity and alternatives to driving for all populations.
- T-224c King County shall maintain and preserve existing nonmotorized transportation facilities on county road rights-of-way to support the safety of users, reduce emergent hazards, ensure existing assets continue to function properly, and protect mobility.
- ~~((T-313))~~ T-224d ~~((In the unincorporated area,))~~ King County shall evaluate and ~~((,where appropriate,))~~ implement nonmotorized transportation improvements in its road construction ~~((and road reconstruction. Countywide, consistent with the King County Metro transit planning process and in collaboration with affected cities in the incorporated area, King County, should promote nonmotorized transportation improvements related to development and construction of transit services and facilities))~~ projects where appropriate and feasible.
- ~~((T-320))~~ T-224e ~~((Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:~~
- ~~• Improve user safety;~~
 - ~~• Add connections to community resources such as parks, trails, and libraries;~~
 - ~~• Promote health;~~
 - ~~• Improve neighborhood to neighborhood connections;~~
 - ~~• Improve air quality and reduce greenhouse gas emissions;~~

- ~~Increase access to transit and services.))~~

In both urban and rural unincorporated areas of King County, the following needs will be given the highest priority when identifying, planning, and programming nonmotorized improvements:

- Addressing known collision locations;
- Fostering safe walking and bicycling routes to schools and other areas where school-aged children regularly assemble; and
- Filling gaps in, or enhancing connections to, the regional trail system.

T-224f In urban areas, nonmotorized improvements should also increase access to transit and enhance connections to parks, local trails, shopping, libraries, healthcare, and other public and private services and facilities.

T-224g The King County Regional Trail System shall serve as the backbone of the nonmotorized system in the Rural Area. Road and trail project needs should be coordinated whenever possible in order to enhance the nonmotorized network.

T-224h In rural areas, nonmotorized improvements shall be consistent with providing rural levels of service, preserving rural character, and avoiding impacts to the environment and significant historic resources.

T-224i To increase equitable access to walking, bicycling and transit mobility options, the county should actively seek grant funding to improve nonmotorized infrastructure in low income and racially and ethnically diverse communities.

T-224j New school development should address safe walking and bicycling routes for students. If the existing transportation infrastructure within a one-mile radius, together with the school's road frontage improvements, cannot support safe walking or bicycling to school, the school district and the new school shall institute a safe routes to school program.

~~((T-314))~~T-224k New land use plans~~((,))~~ and subdivisions~~((, and urban planned development proposals))~~ shall seek to accommodate internal nonmotorized mobility ~~((within))~~ and access to nearby shopping parks, trails, schools, healthcare, community resources and other public and private services and facilities, consistent with the different needs and service levels for urban and rural areas.

~~((T-315))~~T-224l The specifications in the King County Road Design and Construction Standards ~~((should allow flexibility in selecting, and the authority to require, design features that benefit nonmotorized safety and accessibility))~~ shall support nonmotorized safety and accessibility, consistent with the county's adopted policies regarding appropriate urban and rural levels of service.

T-224m In supporting equestrian travel in the rural area, King County should emphasize safety and connection to the regional trail system and other established trail networks open to equestrian use.

~~((T-316))~~T-224n King County shall seek opportunities to acquire and develop nonmotorized transportation corridors. Evaluation of requests to vacate unused road rights-of-way will consider existing nonmotorized uses and future development of ~~((nonmotorized))~~ such uses ~~((and shall seek opportunities to acquire and develop nonmotorized transportation corridors))~~.

~~((T-317~~ King County shall seek to improve bicycle and pedestrian safety both within residential areas and along arterials where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized safety improvements should include adequate signage, markings, and signalization. To foster safe walking conditions for students, King County should continue the School Pathways Program.

T-318 To enhance and improve nonmotorized access to transit throughout the transit system area, King County should develop a plan for the unincorporated areas, and

~~with the cooperation of the cities, for the incorporated areas, to comply with the Americans with Disabilities Act in corridors served by transit.))~~

~~((T-319))~~T-224o King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for ~~((its capital))~~ projects with nonmotorized elements or that have the potential to affect nonmotorized users.

T-224p King County will participate in and support the Puget Sound Regional Council's regional bicycle network planning efforts. Once a regional network is designated, related project needs within King County's jurisdiction should be incorporated into the county's nonmotorized planning and project prioritization processes.

~~((B))~~K. Transportation Demand Management - *Text moved from III, D.*

Transportation affects every aspect of our lives, not only our mobility but also our health, economy, and our environment. Transportation Demand Management (TDM) consists of a broad range of strategies that provide for reduced reliance on single occupancy vehicle (SOV) trips; reduced vehicle miles traveled (VMT); increased efficiency of the whole transportation system; and results in lower greenhouse gas emissions and other pollutants.

King County, both as a government as an employer, is a leader in implementing transportation initiatives and encouraging land uses ((measures)), policies and development that ~~((encourage))~~ lead people and businesses to reduce single-occupant-vehicle (SOV) trips and vehicle miles traveled (VMT) while decreasing the impacts of greenhouse gas emissions from the transportation sector. Furthermore, King County's ability to provide for mobility needs of its residents will increasingly depend on actively managing our existing transportation system.

TDM strategies include (but are not limited to):

- public education/information,
- public transportation (i.e. bus, rail, ferry, and vanpool)
- nonmotorized travel options,
- state-mandated Commute Trip Reduction and Growth and Transportation Efficiency Centers,

- roadway and lane management (e.g. ridesharing, intelligent traffic systems, and active traffic management)
- variable tolling strategies (e.g. high-occupancy toll lanes, corridor tolling, cordon tolling, and system-wide tolling),
- joint use and intermodal transfer facilities such as park and rides,
- parking management and pricing (e.g. connecting supply with mode split targets),
- telecommunications substitutes for physical travel (e.g. telecommuting, e-government, and internet-based business-to-business activities),
- land use decisions (e.g. site design standards and concurrency).

In the application of TDM strategies, King County fulfills many roles, such as:

- the jurisdiction for unincorporated areas with land use, transportation infrastructure and permitting responsibilities;
- an operator and manager of unincorporated area roadways and Metro Transit;
- a local, regional and statewide advocate for integrated transportation solutions and climate change actions; and
- a leading edge employer implementing progressive employee transportation programs.

~~((In addition to vehicle and public transportation ridership counts, one way to measure the effectiveness of TDM efforts is the establishment of mode split goals. Mode split means the proportion of total person trips using various modes of transportation, including by drive alone, foot, bicycle, carpool, vanpool, bus, ferry, train, etc. during a particular time period. Countywide Planning Policy (CPP) T-10 calls for local jurisdictions to develop mode split goals for non-SOV travel to established employment centers. CPP T-12 states that jurisdictions and Metro shall establish mode split goals and measures of mobility for transit, ridesharing, and non-motorized travel.))~~

~~((T-321))~~**T-224p** **Use TDM strategies ~~((should be used))~~ to increase mobility options, promote travel efficiency, optimize the existing transportation system and reduce the adverse environmental impacts of the transportation system, including through the use of variable tolling strategies.**

~~((T-322))~~**T-224g** **Consider TDM strategies, beyond those adopted as county regulation, ~~((may be considered as one of))~~ among a menu of measures to mitigate for traffic impacts of**

proposed development or major highway construction projects. TDM, as well as other mitigation requirements, may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.

- ~~((T-323))~~T-224r ~~((King County will))~~ As funding allows, actively participate in developing and implementing state-mandated Commute Trip Reduction (CTR) and Growth and Transportation Efficiency Centers (GTECs) programs.
- ~~((T-324))~~T-224s ~~((King County should p))~~ Participate in local, regional, and statewide efforts to implement and measure the results of TDM strategies, technologies, and systems, including policies developed through regional consensus and adopted by the county. To this end, the county shall identify funds to research, plan, implement and measure the success of TDM strategies.
- ~~((T-325))~~T-224t ~~((King County will work))~~Work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to develop and implement applications of managed transportation facilities and variable tolling strategies on new and existing transportation facilities. Toll and high-occupancy-toll lane collection systems used in the region should be simple, unified, and interoperable and should avoid the use of tollbooths, whenever possible.
- ~~((T-326))~~T-224u King County supports variable tolling strategies as a means to optimize transportation system performance, generate revenues and reduce vehicle miles traveled, and reduce greenhouse gas emissions.
- ~~((T-327))~~T-224v Revenue from variable tolling should be used to improve, preserve and operate the transportation system including transit and other multimodal investments, as well as to help fund improvements that address the diversionary impacts on non-tolled facilities.

- ~~((T-328))~~T-224w ~~((King County, as an employer, should use and encourage other employers to use management of employee parking to support))~~ Partner with WSDOT, PSRC, local jurisdictions, employers, major institutions and developers to implement programs to encourage alternatives to commuting by single-occupant-vehicles, and to improve travel options and awareness of those options.
- ~~((T-329~~ ~~King County should encourage employers to consider the accessibility to adequate public transportation and high-occupancy vehicle facilities and services when developing site and parking plans.))~~
- ~~((T-330~~ ~~King County shall support regional policies that connect parking supply and management to targets for reducing single-occupancy vehicle travel.))~~
- ~~((T-331))~~T-224x King County shall ~~((establish mode split goals and achieve them through the implementation of))~~ implement policies and programs that support transportation demand management, non motorized travel, transit service improvements, and expansion of high-occupancy-vehicle ~~((programs))~~ travel in order to increase the share of trips made by modes other than driving alone.

III. ((Transportation System Planning and Design)) Ensuring efficient and effective system operation and management

((King County operates, maintains and improves transportation networks and systems that support many modes and users. King County recognizes that a transportation system that provides mobility choices is a better system. Such a system helps achieve goals related to reducing air pollution and greenhouse gas emissions by encouraging healthy lifestyles that increase physical activity through walking and bicycling. The policies in this section emphasize the connection between transportation and health promoted in the county's HealthScape initiative.

Design and planning of these systems reinforce the character of the surrounding area. In the urban area, King County emphasizes system efficiency for all modes of travel. Urban arterials are designed to support higher land use densities, transit access, walking, and bicycling. Intelligent transportation systems coordinate and improve traffic signal synchronization to provide smooth traffic flow. This allows buses and cars to travel along arterials with the fewest stops at intersections while minimizing delay for traffic waiting on side streets. More transit service is provided in the urban area where higher population and employment densities can make the most use of that service.

In the Rural Area, King County emphasizes preservation, maintenance and safety rather than increased traffic capacity. Rural arterials reflect rural densities, resource access, and are generally less congested than urban arterials. Transit service for the Rural Area is provided mainly through park and ride service.))

A. ((Public Transportation Strategies)) Public transportation policies and service guidelines

((King County's transit infrastructure and service investments are consistent with the capital and services strategies in the Strategic Plan for Public Transportation and balance policy requirements,

~~regional.))~~ Metro is committed to using resources wisely and increasing the efficiency of its operations. Consistent with its Strategic Plan, Metro emphasizes planning and delivery of productive services and is committed to controlling costs. To help ensure efficiency, Metro uses service guidelines and performance measures to manage the transit system. Performance monitoring helps Metro evaluate its progress, plan and budget for the future, and improve agency practices. Metro is also committed to improving its transparency and so makes performance reports readily available to internal and external audiences.

T-301a The Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines, or successor plans, guides the planning, development and implementation of the public transportation system and services operated by the King County Metro Transit Division.

T-301b Provide reliable, safe, convenient public transportation services that are valued by customers and responsive to needs of people, businesses and communities in King County. Emphasize productivity, ensure social equity, and provide geographic value in system design and delivery decisions, consistent with the Strategic Plan for Public Transportation and the Transit Service Guidelines.

~~((T-202))~~ **T-301c ((In addition to encouraging transit and nonmotorized mobility choices,)) Provide equitable and accessible transportation options with a variety of public transportation products and services appropriate to different markets and mobility needs. The transportation system shall address the needs of persons with disabilities pursuant to federal and state statutory requirements. The design and operation of transportation infrastructure, facilities and services should ((evaluate and address)) respond to these needs.**

T-301 ((King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and)) Provide an integrated network of public transportation services and facilities that facilitates access to the system for pedestrians, bicyclists, ((transit collection/distribution services,)) and

persons with disabilities, thereby providing a viable and interconnected network that is an alternative to auto usage.

~~((T-104))~~**T-301d** ~~((King County should w))~~**Work with the Washington State Department of Transportation, Kitsap County, and other entities offering passenger ferry services, ((including the King County Ferry District)), to ensure that service and capital plans for ferries are consistent with transit service plans and goals. ((King County should encourage additional passenger-only ferry services to enhance the county's multimodal transportation network for both commute and recreational trips.))**

T-302 *Moved to T-202b*

~~((T-303~~ **King County should adopt transit supportive policies assigning highest priority to serving urban centers and manufacturing centers with transit service, including transit priorities on arterial streets jointly designated for transit priority by the county, cities, and the Washington State Department of Transportation.))**

T-304 *Moved to T-202c*

~~((T-305~~ **King County should use a community-based planning process when working with cities and unincorporated area communities to develop effective transit services including consideration of local circulation needs, feeder bus service, fixed and nonfixed routes, and various coach sizes appropriate to the neighborhood scale and market.))**

B. ((Arterials and Streets)) Road services policies and priorities

~~((King County designs, builds, operates and maintains roads, bridges and pathways in unincorporated areas of King County. The goal is to make the county's transportation system safe and efficient for all users and modes of travel. King County's arterial system represents a broad range of mobility options. The arterial system is a resource for moving people and goods by many modes of transportation, including autos, carpools, buses, bicycles, pedestrians, and trucks.))~~Effective design, management and operation of the road system is critical to mobility and quality of life. King County strives to make

efficient use of the existing infrastructure, serve the broad needs of users, address safety issues, and design facilities that are appropriate for the surrounding communities. Consistent with the Strategic Plan for Road Services, King County places high priority on basic goals: comply with legal requirements, meet core safety needs and maintain and preserve the existing road network. These are followed by the goals of enhancing mobility and increasing capacity to support urban growth.

T-305a **King County shall maintain and preserve the unincorporated area road system to keep it operating safely, protect existing mobility and infrastructure investments, and maximize the useful life of transportation assets to the extent feasible under available funding levels.**

~~((T-306 The most cost-effective transportation improvements addressing existing and projected future needs should be considered and implemented first. Efficiency projects, such as signal timing, that support transit and other high-occupancy vehicles (HOV) operations should be given priority over general capacity improvements.))~~

T-307 ~~((Projects will be prioritized to address safety and operations. Projects that address existing capacity needs in urban unincorporated King County shall also be given priority consideration.))~~ **Consistent with the Strategic Plan for Road Services, essential regulatory compliance, safety, maintenance and preservation needs of the road system should be funded prior to mobility and capacity improvements so the existing infrastructure investment is protected and the most vital components of the system are kept open and operational for users.**

T-307a **King County should implement a graduated service level framework in order to keep the most vital components of the road system operational for users. This approach should both guide service provision under limited funding scenarios and should also help direct investments towards the most critical needs when additional resources are available.**

T-307b **As revenue available to manage the road system fluctuates, so will the county's ability to maintain and preserve roads and bridges in their current condition. If sufficient revenue is not available to sustain the road system, infrastructure may**

be closed or downgraded according to the service level framework and Strategic Plan for Roads Services priorities. King County will continue to respond as quickly as possible to address crucial operational safety needs of the road system.

T-307c Maintenance and preservation of the rural roadway system shall be emphasized in long-term planning and asset management in recognition of the fact that rural-area roads and bridges will remain the county's long-term responsibility after all annexations are complete.

T-307d Roadway stormwater facilities are an integral component of a properly functioning transportation network and shall be maintained, preserved, and, when practicable upgraded in order to protect infrastructure, public health, and the natural environment, as well as meet federal, state, and local regulations.

T-307e Transportation projects and programs shall be implemented in ways that avoid or minimize negative impacts to low-income, minority, and special needs populations and seek to provide tangible, positive benefits whenever possible.

T-308 *Moved to T-311d*

~~((T-309) Consistent with the King County Road Design and Construction Standards, consideration shall be given to roadway safety improvements because they have the potential to reduce the number and severity of collisions by providing refuge for pedestrians and bicyclists, providing positive traffic control, reducing hazardous roadway conditions, and reducing unexpected situations. Improvements of this type include, but are not limited to, pathways, traffic signals, roundabouts, turn and merge lanes, provisions for sight lines, and removal of roadside obstacles. Consideration shall be given to safety improvements that lessen the likelihood and impacts of flooding.~~

T-310 ~~Appropriate neighborhood traffic control measures and the King County Road Design and Construction Standards should be used along with zoning and~~

~~development conditions to improve safety, transit access and nonmotorized travel in residential neighborhoods.))~~

T-311 To facilitate the establishment of a safe and efficient traffic circulation network reflecting all transportation modes and to retain the availability of access to adjacent properties, the county shall review and comment on the appropriate placement of new or major modified facilities or physical barriers, such as buildings, utilities, and surface water management facilities in or adjacent to road rights-of-way.

T-311a State highway facilities and arterial roads are the backbone of the road transportation system and designed to accommodate higher traffic volumes. To protect residential neighborhoods from the impacts of pass through traffic, such traffic should be directed away from local roads and encouraged to use highways or arterials whenever possible.

~~((T-110))~~ **T-311b** The King County Department of Transportation has ~~((primary))~~ responsibility for development and maintenance of transportation facilities in ~~((public))~~ county-owned road rights-of-way. Other right-of-way users must ~~((coordinate with))~~ receive permission from the department regarding ~~((schedules for))~~ projects, maintenance and other activities ~~((affecting))~~ impacting the right-of-way.

~~((T-109))~~ **T-311c** Arterial Functional Classification, established in Appendix C of this plan, should be implemented through the specifications provided in the King County Road Design and Construction Standards. The comprehensive plan's Urban Growth Area boundary ~~((should))~~ provides the distinction between urban and rural arterials.

~~((T-308))~~ **T-311d** King County's road design and construction standards shall promote safe, cost-effective roads that encourage multimodal use, reflect the different needs and service levels for the Urban Growth Area and Rural Area~~((, responding to the different needs for areawide mobility and access to abutting properties))~~.

T-311e King County shall strive to provide road services in a manner that is sensitive to the natural environment and historical/ archaeological resources, and to design new facilities that fit within the context of the built or natural environments in which they are located.

T-311f King County shall preserve its identified Heritage Corridors through context sensitive design, planning, and maintenance, as exemplars of historic and scenic character. The corridors include: Cedarhurst Road/Westside Highway (Vashon Island), Dockton Road (Vashon-Maury Islands), Green Valley Road (Auburn-Black Diamond), Issaquah-Fall City Road (Snoqualmie Valley), Old Cascade Scenic Highway (Stevens Pass), Osceola Loop (Enumclaw Plateau), Old Sunset Highway (Snoqualmie Pass), West Snoqualmie River Road (Snoqualmie Valley), and West Snoqualmie Valley Road/Carnation Farm Road (Snoqualmie Valley). In-kind replacement of road and roadside features and the use of materials that complement the character of each corridor should be utilized to the extent that is practicable and meets safety needs. King County should encourage adjacent property owners, through outreach efforts, to similarly support the preservation of these corridors.

T-311g King County shall support and encourage the preservation and enhancement of scenic, historic, and recreational resources along the designated Washington Scenic and Recreational Highways located in the county, including I-90 (Mountains to Sound Greenway), US 2 (Stevens Pass Greenway), SR 410 (Chinook Pass Scenic Byway), and SR 202 (Cascade Valleys Scenic Byway). The corridor management plans established for these highways should be considered in the development and implementation of King County's plans, projects and programs.

~~((C. Nonmotorized Program))~~ *Text moved to Section II. J*

T-312 *Moved to policy T-224a*

T-313 *Moved to policy T-224d*

T-314 *Moved to policy T-224k*

T-315 *Moved to policy T-224l*

T-316 *Moved to policy T-224n*

~~((T-317 King County shall seek to improve bicycle and pedestrian safety both within residential areas and along arterials where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized safety improvements should include adequate signage, markings, and signalization. To foster safe walking conditions for students, King County should continue the School Pathways Program.))~~

~~((T-318 To enhance and improve nonmotorized access to transit throughout the transit system area, King County should develop a plan for the unincorporated areas, and with the cooperation of the cities, for the incorporated areas, to comply with the Americans with Disabilities Act in corridors served by transit.))~~

T-319 *Moved to policy T-224o*

T-320 *Moved to T-224e*

~~**((D. —Transportation Demand Management))**~~ *Text moved to Section II. K*

T-321 *Moved to policy T-224p*

T-322 *Moved to policy T-224q*

T-323 *Moved to policy T-224r*

T-324 *Moved to policy T-224s*

T-325 *Moved to policy T-224t*

T-326 *Moved to policy T-224u*

T-327 *Moved to policy T-224v*

T-328 *Moved to policy T-224w*

~~((T-329 King County should encourage employers to consider the accessibility to adequate public transportation and high occupancy vehicle facilities and services when developing site and parking plans.))~~

~~((T-330 King County shall support regional policies that connect parking supply and management to targets for reducing single occupancy vehicle travel.))~~

T-331 *Moved to policy T-224x*

C. Air Transportation

~~((T-114))~~T-331a King County shall plan, design, and implement services, programs, and facilities for the King County International Airport in compliance with FAA regulatory requirements to support a safe, secure, and efficient global aerospace system.

In 2005, the FAA approved a Part 150 Noise and Land Use Compatibility Plan to reduce noise impacts in communities surrounding Boeing Field. This is a significant event and represents a positive step in making KCIA a “good neighbor” to affected residential areas. The Part 150 plan identifies many actions that are allowed to be taken by KCIA, pilots, tenants, the FAA and others to reduce noise impacts on residential areas. *Text moved from I.C.*

~~((T-115))~~**T-331b** Recognizing that certain noise reduction measures are contingent on ongoing and future FAA funding, King County shall implement those actions, under its control and identified in the Part 150 Noise and Land Use Compatibility Plan. King County shall encourage other entities to implement those measures under their control and also identified in the Part 150 Noise and Land Use Compatibility Plan.

~~((E))~~**D. Climate Change, Air Quality, and the Environment**

Clean air contributes to the health of people, the ecosystem and the economy. Transportation is the primary source of air pollutants regionally. In addition to complying with state and federal regulations described below, the county is working to reduce transportation-related emissions through the policies and actions contained throughout this plan.

The Washington State Clean Air Conformity Act establishes guidelines and directives for implementing the federal Clean Air Act Amendments. The Washington ~~((Clear))~~ Clean Air Conformity Act specifically links air quality conformity to growth management planning efforts at the local and regional level. The King County transportation system ~~((conformsto))~~ complies with the federal and state Clean Air Acts by maintaining conformity with the ~~((Metropolitan Transportation Plan of the))~~ Puget Sound Regional Council Transportation 2040 plan and by following the requirements of Chapter 173-420 of the Washington Administrative Code.

Climate change is of ~~((increasing))~~ significant local, national and global concern. It is clear that greenhouse gas emissions from transportation sources are a significant contributing factor to ~~((global))~~ climate change. In addition to meeting its regulatory requirements, King County is committed to addressing climate change through its decisions and actions and encouraging others to act to reduce greenhouse gas emissions as well.

Climate change is projected to increase the frequency of flood events in most of western Washington's river basins. Increased flood frequency and intensity will increase public investment needed to ensure public safety and mobility, particularly on the county road system. Climate change will affect the county's road and transit infrastructure. More storm events and increased temperatures will disrupt

service, increase road maintenance requirements and adversely affect ~~((customer comfort))~~ mobility. Changes in precipitation patterns and sea levels may cause greater damage to roads, bridges and seawalls from erosion, landslides, and flooding.

- T-332** **Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution, greenhouse gas emissions, and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in critical areas or rural or resource lands.**
- T-333** **Within new developments, King County supports designing and building roads, bike lanes, pedestrian ways and trails~~((within new developments))~~ in ways that minimize pollution, provide opportunities for physical activity, promote energy conservation, increase community cohesion, and preserve natural flora and wildlife habitat.**
- T-334** **Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies~~,((and))~~ fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, joint purchasing, pilot projects, and other actions to reduce vehicle miles traveled.**
- T-335** **King County will be a leader in the use of transportation fuels and technologies that reduce operational greenhouse gas emissions from its fleets by buying hybrid-electric, electric and other clean transportation technologies; using clean fuels in its fleets; implementing demonstration projects that use alternative fuels and technologies; purchasing locally-produced energy sources when practical; seeking local and federal support to expand the use of alternative fuels and technologies; and promoting best practices, innovations, trends and developments in**

transportation fuels and technologies. The County will also seek to deploy their vehicles in an energy-efficient manner through vehicle routing, idling, and operator practices.

- T-336 The King County Department of Transportation will incorporate climate change impacts information into construction, operations, and maintenance of infrastructure projects. ~~((In the near term, t))~~The department will incorporate climate change into its planning and design documents ~~((In the long term, the department will))~~and also develop strategies to incorporate climate change response into the design and operations of its transportation structures and services.
- T-337 The King County Department of Transportation will develop methods to evaluate the climate change impacts of its actions and ~~((train staff))~~ transportation services and implement climate sensitive strategies and practices ~~((in its work))~~consistent with the environmental sustainability goals and policies described in Chapter 4, Environment, as well as existing state, regional and local plans, laws, and regulations.
- ~~((T-111))~~ T-337a To the extent practicable, future expansion or redevelopment of the county's road stormwater infrastructure should minimize pollutant discharges and flow alterations by preserving or ~~((mimic))~~ mimicking the natural drainage system or preserve the ability to create such a system in the future.

IV. ((Finance))Financing services and facilities that meet local and regional goals

Fully ((Achieving))achieving King County's transportation goals depends on adequate funding for transportation system and service needs. The major economic downturn that began in 2008 has had a severe impact on transportation agencies' ability to maintain and preserve existing facilities and services. Service growth and facility expansion is not possible in the current economic climate. Near term forecasts for economic recovery show slow growth and further cuts or downgrades to some services and facilities will be necessary. This section discusses the extent to which the transportation system and services can be funded within a reasonable revenue forecast and expenditure schedule. The Growth Management Act requires the county to include an analysis of funding capabilities, a multiyear financing plan based on needs, and a discussion of how to raise additional funds to build needed transportation projects, or to reassess growth and level of service (LOS) standards to resolve potential funding shortfalls in a ten-year time frame. This analysis is provided in the Transportation Needs Report and summarized below.

A. Transit Revenue Sources

King County Metro Transit's budget provides for both the operating and capital needs of the public transportation system. The operating budget funds Metro's broad range of public transportation services. The major services are fixed-route and dial-a-ride public transportation services, which together provide about 370,000 passenger trips each weekday. Metro offers paratransit service for qualified people with disabilities who are unable to use regular buses and runs the largest public vanpool program in the nation. Under contract, Metro operates Sound Transit's Regional Express bus and Link light rail service, as well as the City of Seattle owned South Lake Union Streetcar. The capital budget provides for transit facilities needed to operate Metro's products such as maintenance and bus storage facilities, transit centers and park-and-rides ,bus shelters and other passenger facilities, buses and non-revenue vehicles.

Sales Tax is Metro's primary funding source (61% of annual revenues). Metro receives sales tax at rate of 9/10 of one percent, the maximum authorized by state. This rate has been in effect since late 2006 when voters approved a 0.1 percent increase as part of the Transit Now initiative. In addition, the state legislature has provided two additional funding tools, the use of property tax, and authority for a temporary Congestion Reduction Charge (2012-2013 biennium only), which King County implemented in 2011. These sources contribute a significant, but lesser amount to Metro's operations than sales tax. Fares paid by users of Metro system and transit advertising revenues provide about a quarter of Metro's operating revenues. Metro also receives federal and state grants that contribute primarily to capital expenses.

Since 2008, Metro has faced significant financial challenges due the recession and slow recovery that limited consumer purchases and therefore sales tax revenue collected. Metro has taken multiple actions to reduce costs in order to preserve service. Metro eliminated positions not directly related to service delivery, improved the efficiency of bus schedules, increased fares substantially, tapped reserves, deferred planned service expansions and eliminated, reduced or delayed capital projects. Additional revenues have been added through the property tax authorization and temporary Congestion Reduction Charge mentioned previously. Despite these efforts, an adequate and sustainable revenue source is needed to support planned growth in the Puget Sound Region. Metro still faces significant ongoing cuts without a long term funding source to replace the temporary Congestion Reduction Charge. Several factors influence this need for additional revenue, including: (1) the dramatic fluctuations in the yield of Metro's primary source of revenue (sales tax); (2) the magnitude of the deficit and impact faced by King County Metro if additional funding is not identified; (3) the importance of the transit system to the economic recovery in King County; and (4) the need for significant future growth of the transit system to support projected population and employment growth.

Over the coming years, Metro will continue to take actions to stabilize its finances and improve the efficiency and effectiveness of service delivered as state, county and local officials work on a long-term transit funding solutions.

B. Road-Related Funding Capabilities

King County receives road revenues from a variety of sources, including a dedicated unincorporated King County property tax, federal and state grants, ~~((state))~~ gas tax, local taxes and road mitigation payments

from private developments. The dedicated property tax and gas tax provide the largest portion of funding for the Road Services Division (70% in 2012). The property tax is tied to the assessed value of properties in unincorporated King County. Property values in King County have been dropping in recent years and are not projected to rise in the near term. The gas tax is also volatile given several factors including vehicles that are more fuel efficient, less sales of gas due to the economic conditions and a decline in the allocation to King County due to reduction in road miles from recent annexations.~~((A full description of transportation financing can be found in Chapter 3 of the March 2004 Roads Strategic Plan.))~~

Financial viability to support ~~((transportation))~~ the operation of the road system and ((service)) provide for capital construction and preservation needs is tested over two time frames. ~~((A multi))~~ The Transportation Needs Report (TNR), the county's 20 year transportation plan, identifies the road-related improvements needed to support the land use vision of the comprehensive plan. The ((multi)) 20 year plan provides an assessment of revenues projected from currently available resources and identifies reasonable options for securing additional revenues over the life of the plan. Secondly, the ((annual)) biennial update of the adopted roads CIP examines the specifics of how to implement the financing plan over the next six years.

C. Funding priorities consistent with transit and road strategic plans

~~((T-402))~~T-401a Financial ~~((resources available for))~~ investments in transportation
~~((improvements))~~ should support ~~((a program of capital facilities needed for))~~ a
~~((multimodal))~~ sustainable, transportation system, consistent with the priorities
established in King County's Strategic Plan and each division's strategic plan or
other functional plans.

T-401b King County should strive to fund services, operations, and capital facilities that
support local and regional transportation and land use goals and result in a
balanced, multi-modal transportation system. To the extent feasible user based
funding mechanisms should be used to fund the maintenance, operation and
expansion of transportation infrastructure and services.

T-401c **King County shall initiate and fund transportation improvements that are productive, cost effective and that ensure social equity and provide appropriate distribution of resources throughout King County.**

T-401d **King County shall consider ongoing operating and maintenance costs when making transportation investments.**

~~((T-406))~~ T-401e **When funding transportation projects in areas where annexations or incorporations are expected, the Department of Transportation should seek interlocal agreements with the affected cities and other service providers to provide opportunities for joint grant applications and cooperative funding of improvements.**

T-401f **Using objective measures, King County shall monitor and regularly report on the performance of the transportation system and use this information to guide operations, improvements, and future investments.**

~~((B.))~~D. **Revenue Shortfall**

The state growth management act provides guidance for managing a revenue shortfall.

The following actions can be used to balance the funding shortfall of the plan:

1. Reduce transportation funding needs
2. Develop new revenue options
3. Change LOS
4. Change land use

~~((T-401~~ **~~King County should develop a long range financial component that generally evaluates and describes funding sources and strategies to carry out the transportation element. An annual six-year financial plan should be prepared that considers transportation priorities and is used in developing the Capital Improvement Program.))~~**

T-402 *Moved to policy 401a*

~~((T-403 Essential maintenance, preservation, safety and operations costs of the transportation system should be funded prior to other costs for capital improvements so that existing investment is protected and current mobility is not degraded.))~~

T-404 During ~~((annual))~~ review of the Comprehensive Plan, King County should consider and address any potential shortfalls likely to occur between expected revenues and needed improvement costs. Such review could include a reassessment of land use, growth targets, LOS standards and revenue availability.

T-404a King County shall continually work to improve the efficiency of its operations and delivery of projects and services in order to minimize the need for new revenue sources.

T-404b New funding sources should be adequate, sustainable, and progressive and provide for improvements with multi-jurisdictional benefits.

T-404c King County should develop and leverage partnership opportunities, grants, and other cooperative funding mechanisms to help finance transportation services, infrastructure and facility improvements.

~~((C. —~~ Urban Unincorporated Area Road Financing

~~Each area of unincorporated King County differs from its counterparts. Its character, the issues its residents care most about, and its specific road-related needs are unique. By targeting road capital funds toward each area's most pressing needs, the county can provide the greatest overall benefit for each public dollar spent. Project priorities differ depending on the Urban or Rural designation of the~~

area. Setting priorities that recognize the special needs of each area is particularly important when inadequate to meet all needs and since road infrastructure is often an issue in annexation discussions.

The TNR lists needs under the following categories: ITS, Safety, Bridge, Reconstruction, Guardrail, Operational, Capacity, and Pedestrian. Equestrian needs are included as parts of other needs.

Continuation of funding for transportation projects that alleviate existing and projected needs is a high priority since all areas have capacity, operational, and safety deficiencies at one level or another.))

~~((T-405 ————— King County's urban road investments shall address the unique needs of each unincorporated area and shall target projects that facilitate redevelopment, infill, annexation, and the achievement of growth targets.))~~

T-406 *Moved to 401g*

V. Coordination and Public Outreach

All elements of the transportation system outlined in this comprehensive plan update are planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the PSRC, the Port of Seattle, the transit agencies providing service in and connecting to King County, and the WSDOT. Agencies and ((The))the public ((also was)) were invited to review and comment on ((the)) this plan.

The following activities support the coordination process:

- Review by the transportation subarea boards;
- Review by residents and organizations within the county's Community Service Areas, including the Unincorporated Area Councils (UACs);
- The update of the Strategic Plan for Public Transportation;
- The statewide and countywide grant application process;
- The TNR and CIP coordination process; ~~((and))~~
- Participation in the Puget Sound Regional Council, which enables King County to coordinate its transportation planning activities with other local and regional agencies for the four central Puget Sound counties~~((-))~~;
- Internet sites and other public information provided in a variety of formats; and
- Public outreach and meetings.

As a countywide transportation service provider, King County ~~((will maintain))~~ provides Metro Transit's public transportation services and works with Sound Transit and other transit agencies to provide seamless, multimodal transit services. King County ~~((will))~~ cooperates with other local governments and WSDOT to improve freight mobility and carry out strategies to maintain the efficiency of freeways and arterials in the region. King County works with the PSRC and its members to ensure that ~~((any regional projected aviation capacity problems and the air))~~ the transportation needs of the region's residents and economy are addressed in a timely manner.

A. Regional Coordination

- T-501a** **King County should pursue regional coordination and partnership to address county-wide transportation challenges.**
- T-501b** **King County should promote a multi-jurisdictional regional corridor approach to reducing congestion and improving efficiency on highways and arterial roads.**
- T-501c** **King County should promote, partner in, or lead regional technology initiatives that help to improve mobility.**
- ~~((T-501) ~~Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.))~~~~
- T-502** King County should work with the Puget Sound Regional Council and its members to ensure that any regional projected aviation capacity problems, and the air transportation needs of the region's residents and economy are addressed in a timely manner.
- T-503** King County supports active management of state-owned freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) ~~((or))~~ High Occupancy Toll (HOT) or Express Toll lanes should be managed to prioritize reliable speed advantage for transit and vanpools, and maintain a reliable speed advantage for the other high occupancy vehicles~~((+))~~ consistent with the State's HOV lane performance standard.
- T-503a** **Transit should be exempt from paying tolls as it is an essential element of the transportation system, and is critical to maintaining and increasing the person-carrying capacity of the highway and arterial network. Transit provides an alternative travel mode and improves mobility for all users of the system . Transit also increases the efficiency of transportation infrastructure, thereby reducing investments needed in roadway expansion and additional parking.**

~~((T-504) King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums and the general public and support of such efforts by other agencies.))~~

T-505 King County should ~~((work))~~collaborate with the Puget Sound Regional Council, ~~((the))~~cities and other affected agencies to develop a regional parking strategy. This strategy should be consistent with regional and local transportation plans. King County should encourage shared parking facilities in areas where high-density, mixed-use development is planned and where walking is convenient for short trips. This strategy should include establishing minimum and maximum parking ratios.

T-506 *Moved to T-507e*

T-507 *Moved to T-203a*

B. Freight mobility

Freight mobility is critical to King County's economy and western Washington's role as a major national and international trading region. King County supports efforts to plan and create a fast, reliable freight transportation system in the region. To maintain the region's competitive edge, our transportation infrastructure must provide for the efficient movement of goods and freight to and from our port, airports, and industrial areas balanced with the needs of general purpose and high occupancy vehicle traffic.

Text moved from I.B.2.

~~((T-112)) T-507a ((King County shall be a regional proponent for freight planning and mobility projects and actions that result in a reliable, continuous, and efficient freight transportation system. The county should identify and support opportunities to~~

~~create financial partnerships to achieve these goals.))~~The King County transportation system should support reliable and efficient movement of goods throughout the county, while minimizing the impacts of freight traffic on general purpose traffic and residential neighborhoods. The county should participate in regional efforts and partnerships to achieve these goals.

T-507b King County should support regional freight mobility by incorporating freight considerations into road planning, design, construction, and maintenance.

~~((T-113))~~ T-507c King County should ~~((work))~~ coordinate with other jurisdictions, the public and the private sector to identify~~((and develop major transportation projects, including traffic operations and safety-related projects that))~~ barriers to the effective and efficient movement of freight and goods and develop proposals to improve freight mobility on the arterial system.

C. Public Involvement

T-507d Provide timely, accurate, and consistent public information about transportation services, infrastructure and funding issues, and ensure a wide range of opportunities for input and engagement with county residents and other stakeholders.

~~((T-506))~~ T-507e ~~((Updates to the transportation plans and Roads Strategic Plan shall involve input from the general public, unincorporated area councils, the subarea transportation forums, and other appropriate forums.))~~Actively engage the public and other appropriate stakeholders, such as unincorporated area councils and other community groups and subarea transportation forums, in transportation planning processes and plan updates.